ATM at stations

†1924. SHRI KRISHAN LAL BALMIKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has decided to provide ATM facilities at the railway stations;

(b) whether any agreement has been made in this regard with the State Bank of India; and

(c) whether Government have any scheme to enter into an agreement for introducing ATM facilities of other nationalised banks at railway stations, so that, the crowd at ATMs can be controlled?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Memorandum of Understanding (MoU) has been signed with State Bank of India for installation of Automated Teller Machines (ATMs) at 681 stations (one station added later on) by State Bank of India and its associate banks.

(c) A memorandum of Understanding (MoU) between Ministry of Railways and Six Nationalised Banks namely Punjab National Bank, [illegible] Bank, Bank of Baroda, Canara Bank, Indian Bank and Union Bank of India for installation of Automated Teller Machines (ATMs) at 711 stations has been signed on 22/11/2006.

Trains converted as a superfast

1925. SHRI SYED AZEEZ PASHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of express trains have been converted to superfast trains in different railways zones making journey of regular passengers mainly office goers costly;

(b) if so, the details of such converted trains, zone-wise;

(c) the changes made in the speed and other facilities in such converted trains; and

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†Original notice of the question was received in Hindi.

(d) the steps being taken to see that such conversion of trains to Superfast would not affect the regular office passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Passengers travelling by these trains have to pay prescribed superfast charges.

(b) Zone-wise details are at Statement (*See* below).

(c) The journey time by superfast trains is comparatively less as their average speed on entire run in minimum 55 kmph on Broad Gauge and 45 kmph on Metre Gauge.

(d) Regular passengers holding season tickets, travelling by those superfast trains whose total journey is less than 325 kms, have been exempted from payment of superfast surcharge from 1.9.2006.

Statement

Number of express trains converted to superfast trains in different Zones

S.No.	Zone	Number of trains made superfast by speeding up during 2006-07 (upto to 08 Dec' 06)
1	2	3
1	Central	12
2	Eastern	12
3	East Central	6
4	East Coast	14
5	Northern	6
6	North Central	2
7	North Eastern	10
8	North East Frontier	6
9	North Western	10
10	Southern	18

1	2	3
11	South Central	20
12	South East Central	4
13	South Eastern	20
14	South Western	6
15	Western	16
16	West Central	10
17	Konkan	0
	TOTAL	172

Gauge conversion in Tamil Nadu

1926. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether while taking up and executing broad gauge conversion work between Chennai and Rameswaram, it is considered to be dam slow in as much as the scheme was approved as early as in 1997-98;

(b) whether the conversion process between Mandapam and Manamadurai would be completed by the end of March, 2007;

(c) whether it is also a fact that other reach between Trichy and Manamadurai has been moving like a snail and whether it would be speeded up with sufficient allocation of funds; and

(d) whether there can be a specific time-frame commitment for completion of this reach by which only the benefit of entire conversion can be had?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) On the suggested alignment, broad gauge line already exists on Chennai-Madurai and Madurai-Rameswaram gauge conversion project was sanctioned in the year 1997-98. On this project, gauge conversion of Madurai-Mandapam has already been completed and commissioned on 30.4.2005. The work of conversion of the section from Mandapam to Rameshwaram alongwith the Pamban Bridge is targeted for